



DAVID CRABBE ARCHITECT

ARCHITECTURE • PLANNING • INTERIOR DESIGN

August 24, 2017

Mayor and Members of the Brisbane City Council
C/O City Clerk

Re: Baylands – a win-win compromise proposal

Honorable Mayor and Members of the City Council:

I've attended meetings on the Baylands Plan and have listened to all points of view and I feel there is a basis for compromise that can be win-win for all sides. Attached is a graphic that includes a compromise conceptual plan based on the Planning Commission's Land Use Framework, but modified to adjust the city boundary line between Brisbane and San Francisco to follow the edge of Geneva Avenue.

- This boundary line adjustment will allow Brisbane to meet all the goals of the Planning Commission's Plan while maintaining the city's small town feel and local control while providing the economic basis needed to support remediation of the site (including the 1M–2M SF of office/R&D, rejuvenation of the roundhouse area, the renewable energy farm, a large area of open space/parkland, and restoration of the lagoon) without including any housing in the plan.
- It will also allow San Francisco to build mixed-use, high-density housing to meet the wishes of the housing advocates and UPC.
- By allocating the housing to San Francisco, the toxic cleanup for the housing site will be supervised by San Francisco which has the resources to oversee the work and assure the safety of future residents without overstressing the resources of Brisbane.
- By including a balance of both office/R&D, commercial, retail, and housing on the shared Brisbane/San Francisco Baylands site, it will encourage San Francisco to improve transit service to Geneva Avenue to serve the new residents and employees in the area thus improving the transit-oriented focus of the Plan and reducing traffic.

**289 CRESTVIEW DRIVE
SAN CARLOS, CA. 94070**

- By allocating the larger southern portion of the Baylands to Brisbane, Brisbane maintains local control over development of the portion of the site most vital to the well-being of the residents of Brisbane.

The attached graphic shows the Planning Commission's Land Use Framework on the left, my proposed compromise framework in the middle, and the descriptors for the Planning Commission's plan on the right with my modifications in boxes to reflect my proposed changes. The only changes to the Planning Commission's Plan are:

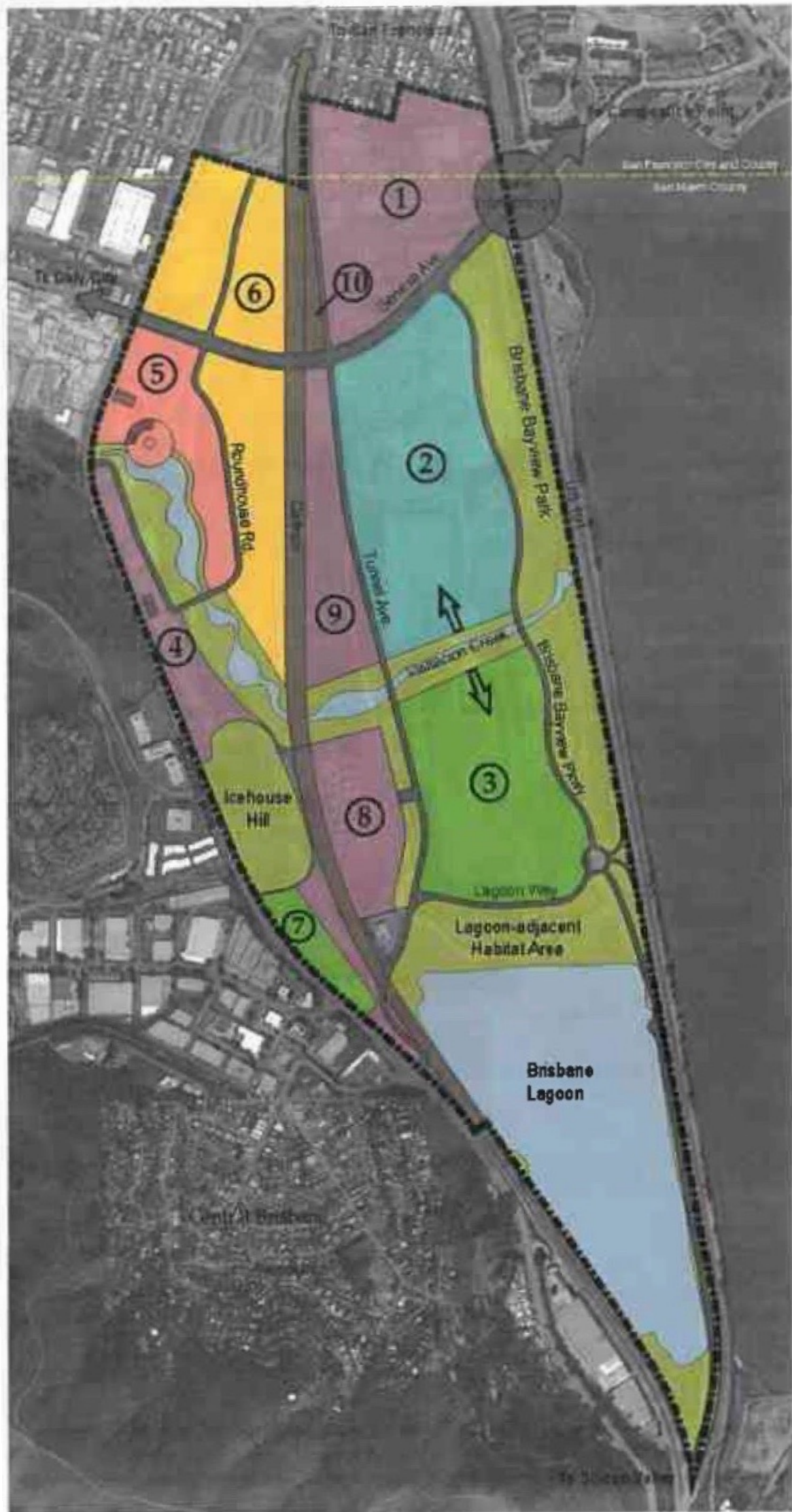
- *Relocate the city boundary line to align with Geneva Avenue.*
- *In Northwest quadrant, change Area 6 from R&D to Area 11 housing.*
- *At the North end of Area 2, add Area 6 along Geneva Avenue to compensate for the portion of Area 6 lost to Area 11 housing.*
- *If the loss of a portion of area 2 for renewable energy is of concern, the renewable energy component could be continued onto the roofs of the Area 6 buildings along Geneva or extended slightly past the creek to the South.*
- *If a High Speed Rail maintenance yard is forced on the Baylands, then the logical place for such a yard is to combine it with the renewable energy farm with tracks on grade and solar or wind generation above the tracks. This would shade and protect the maintenance yard from the elements and shield Brisbane residents from an unsightly view of a working rail yard.*

Please consider this compromise solution during your deliberations for the final Plan.

Respectively Submitted;

David Crabbe

CC: City Manager and Planning Director



**PLANNING COMMISSION LAND USE
FRAMEWORK**



**PROPOSED COMPROMISE LAND USE
FRAMEWORK - 8/24/17**

PROPOSED COMPROMISE LAND USE FRAMEWORK - 8/24/17

- **Area 1: Recology Area North of Geneva Avenue Extension, East of Caltrain (59.7 ac.)**
 - **Light Industrial**
This area would permit new light industrial uses in the area between the existing Recology facility and the Geneva Avenue Extension should the facility not expand, and would provide for the Recology facility to expand without requiring an amendment to the General Plan should the City approve expansion in the future.
- **Area 2: Between Geneva Avenue Extension and Visitacion Creek, East of Caltrain**
 - **Renewable Energy Generation [with alternative for HSR maintenance yard below panels]**
The primary purpose of this area would be for the generation of renewable energy such that development of the Baylands is net energy positive.
- **Area 3: South of Visitacion Creek, East of Caltrain (63.3 ac.)**
 - **Open Space**
Commercial recreation uses may also be considered within this area.
- **Area 4: South of Visitacion Creek, West of Caltrain (27.5 ac.)**
 - **Light Industrial**
Service and light industrial uses within the Industrial Way industrial park would be permitted to continue. However, existing buildings would be replaced with new, well-designed buildings over time.
- **Area 5: Roundhouse Area (27.1 ac.)**
 - **Retail**
The Roundhouse and Lazzari Fuel Building would be restored. Uses in this area would consist of a combination of retail, restaurant, and small shops. Small office uses could also be permitted.
- **Area 6: Transit Oriented Development Area**
 - **Research and Development/Tech Campus**
This area would provide for research and development uses in the form of an office campus with supporting commercial uses. The desired primary users of this area would be high-tech firms that are on the cutting edge of new technology, as well as consumer good companies engaged in the development of new products and improvement of established products.
- **Area 7: Machinery & Equipment Building Area (15.8 ac.)**
 - **Community Gardens; Open Space**
The existing use of the Machinery and Equipment building would continue. The surrounding lands would be used as open space, including providing for community gardens, as well as a potential permanent location for the existing nursery on Icehouse Hill. At some future time, the ideal would be to restore the Machinery and Equipment building for community use in conjunction with the community gardens.
- **Area 8: Kinder Morgan Tank Farm (22.8 ac.)**
 - **Industrial**
The tank farm would continue in its existing use. Buffers would be developed adjacent to the tank farm by realigning Tunnel Avenue to the east, along with open space areas to the north (Visitacion Creek), west (Icehouse Hill and community gardens), and south (lagoon-adjacent habitat area).
- **Area 9: West of Tunnel Avenue between Geneva Extension and Visitacion Creek (25.4 ac.)**
 - **Light Industrial**
This area would provide for the relocation of the existing lumberyard, as well as parking for Caltrain, should the existing Bayshore Station be moved to the south.
- **Area 10: Caltrain Parking Area (3.7 ac.)**
 - **Caltrain Parking**
This area would provide for parking for the Caltrain Bayshore Station.
- **Area 11: North of Geneva Avenue and West of the train tracks**
This area would provide for mixed-use, high density housing (80 - 100 units per acre) within the City of San Francisco through a negotiated city boundary line adjustment with housing credits to be prorated between Brisbane and SF to help meet the RHNA goals of each city.